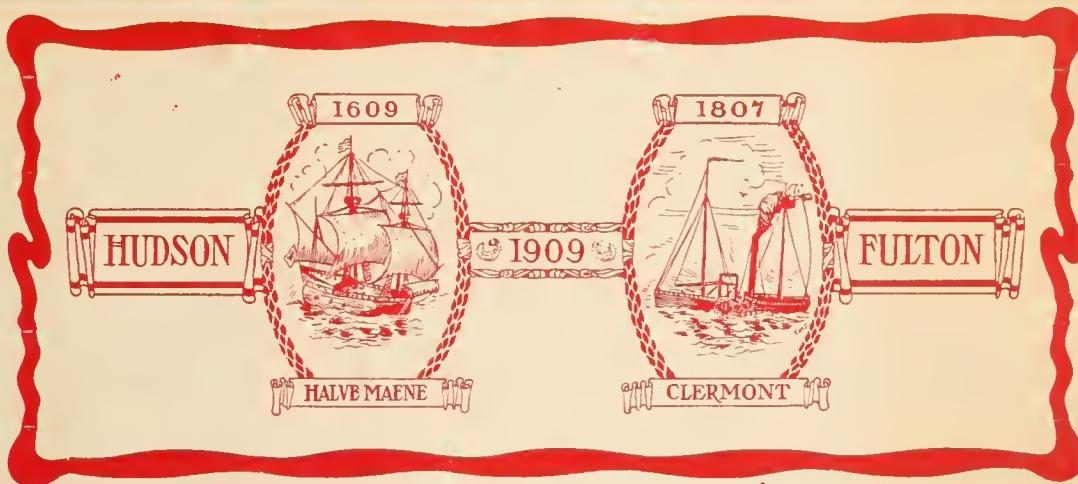


Hudson-Fulton

Celebration

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Aug. 14, 1909
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Complete Program in Outline

OF THE

Hudson-Fulton Celebration

SAT. AND SUNDAY, SEPT. 25-26 RELIGIOUS OBSERVANCE DAYS

The first two days are set aside for the special religious observances of those who are accustomed to worship on Saturday and Sunday.

MONDAY, SEPTEMBER 27 OPENING DAY

American and foreign naval vessels rendezvous at New York. The "Half Moon" at the head of the line, The "Clermont" leaves Cortlandt St. at noon and joins fleet. Special exhibits by art and historical bodies throughout the State.

TUESDAY, SEPTEMBER 28 HISTORICAL DAY

Parade of floats and moving tableaux at New York, Public literary exercises in the evening at the Metropolitan Opera House, Great Hall of the City College, Carnegie Hall, and Brooklyn Academy of Music.

WEDNESDAY, SEPTEMBER 29 GENERAL COMMEMORATION DAY

Dedication of parks and memorials in New York and along the Hudson River. Aquatic sports on the river, and official banquet in the evening at New York.

THURSDAY, SEPTEMBER 30 MILITARY PARADE DAY

Grand Parade in New York participated in by the Army and Navy of the United States, National Guard, Naval Militia, and crews of visiting warships—not less than 25,000 troops.

FRIDAY, OCTOBER 1 HUDSON RIVER DAY

Great Naval Parade from New York to Newburgh, headed by the "Half Moon" and "Clermont." 20 miles of craft in line.

SATURDAY, OCTOBER 2 GRAND CARNIVAL AND CHILDREN'S DAY

New York Division of the Naval Parade returns. Children's fetes in public parks and playgrounds. Grand Carnival Parade in the evening. Pyrotechnic displays at various points. Chain of signal fires on mountain tops from New York to Troy.

SUNDAY, OCTOBER 3

Religious observances. Naval Parade continues voyage up the river.

MONDAY, OCTOBER 4 DUTCHESS COUNTY DAY

Fleet anchors at Poughkeepsie during ceremonies. Unveiling of Robert Fulton statue.

TUESDAY, OCTOBER 5 ULSTER COUNTY DAY

Fleet proceeds to Kingston and anchors during celebration. Statue of Governor Clinton unveiled.

WEDNESDAY, OCTOBER 6 GREENE COUNTY DAY

Fleet proceeds to and anchors at Catskill during exercises. Unveiling of Rip Van Winkle statue.

THURSDAY, OCTOBER 7 COLUMBIA COUNTY DAY

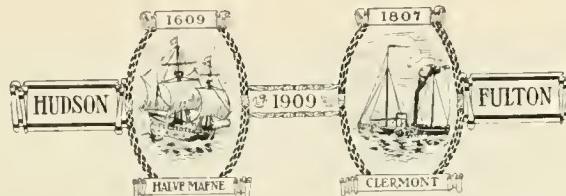
Fleet proceeds to and anchors at Hudson during local festivities. Statue of Henry Hudson unveiled.

FRIDAY, OCTOBER 8 ALBANY COUNTY DAY

Fleet arrives at Albany and participates in an extraordinary celebration program. A statue of Peter Schuyler is unveiled.

SATURDAY, OCTOBER 9 RENSSELAER COUNTY DAY

Fleet arrives at Troy and forms nucleus of celebration, the culmination of the two weeks' program. A statue of Van Rensselaer is unveiled.



THE HUDSON-FULTON CELEBRATION

THE Hudson-Fulton Celebration is a fitting commemoration of the 300th anniversary of the discovery of the great River, and the 100th anniversary of the establishment of steam navigation in the same waters. The passage of time has demonstrated the permanent influence of both events to the benefit of all mankind, hence it was deemed wise and expedient to plan the Celebration on a scale hitherto unattempted.

The exercises begin on Saturday, September 25, extending to Saturday, October 9, 1909—a period of 15 days. The naval pageants and other features of the Celebration starting at New York City will be duplicated along the shore of the River, each city enjoying a proportionate share of the carnival hours.

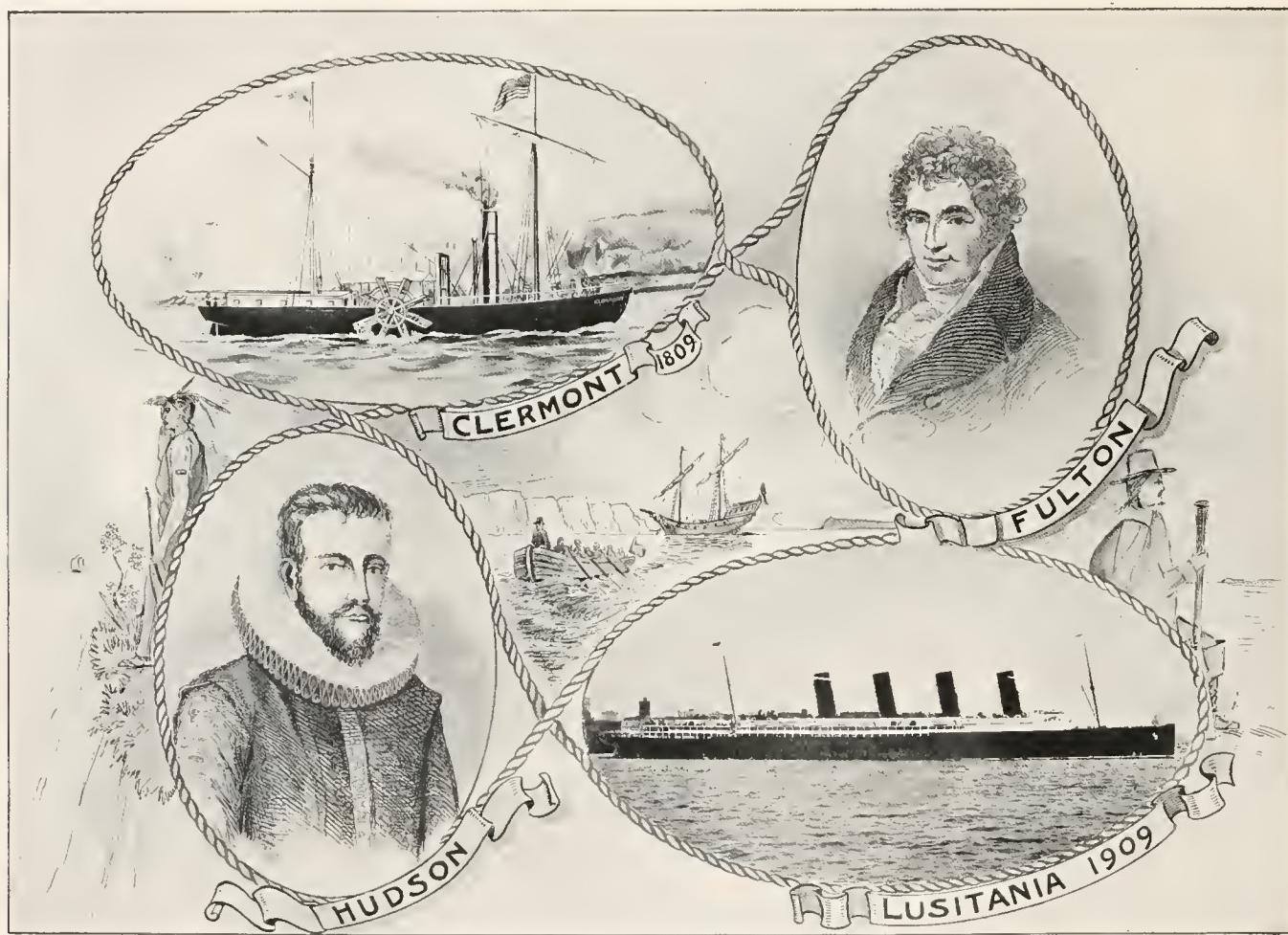
Since the discovery by Hudson, this noble River has passed under the control of several nations. It has been the theatre of action during Colonial and Revolutionary warfare, and the scene of sanguinary struggles on land and water. Here the blackest page in American history—the treason of Arnold—was planned, and here it was frustrated by incorruptible patriotism.

Undisturbed since the Revolution, the inhabitants cultivated the arts of a profound peace, and science and invention flourished. In 1807 Robert Fulton experimented with the idea of steam propulsion for vessels, and produced the "Clermont," operated by uncovered paddles awkwardly slapping the water. From this crude beginning has evolved the colossal "Lusitania" of today—crossing the ocean at railroad speed.

The opening of the Erie Canal and the wholesale building of railroads along either shore of the Hudson brought about the development of an immense business activity, and promoted an almost countless galaxy of huge manufacturing enterprises—giving the Hudson River valley of today a measure of prosperity and wealth unequalled within similar territorial limits on the globe.

But no amount of commerce or trade adds to the real and enduring charm of the Hudson. This will forever lie in its enchanting scenery and romantic memories—not the least of the latter being the story of the adventurous search of Henry Hudson along its shores for the fabled passage to Golden India.

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Much has been accomplished in the great world during the three last centuries of progress, but it is doubtful if impartial history records events more epoch-making than the two included in the scope of this Hudson-Fulton Celebration. The monster Marine Pageant—the principal spectacular feature of the Celebration—presents the rare opportunity to compare the giant strides made in naval architecture since the little "Half Moon" poked her bow through the Narrows, and the extraordinary development of the application of steam as the motive power for vessels since the "Clermont" headed up the Hudson on her maiden voyage.



THE LANDING OF HUDSON, 1609.

Henry Hudson, an English navigator in the employ of the Dutch East India Company, passed through the Narrows and anchored in the North (Hudson) River on September 11, 1609. Later, in an effort to find a passage to India, Hudson explored the great stream bearing his name as far as Troy. The "Half Moon" (or "Halve Maen" in Dutch) was a tiny craft for the strenuous voyaging of the intrepid Hudson—of less tonnage than an ordinary harbor tug of today, and with a total crew of only twenty. During the pageants of the Hudson-Fulton Celebration, Henry Hudson in command of the replica "Half Moon" is impersonated by Lieutenant Lam of the Royal Dutch Navy.



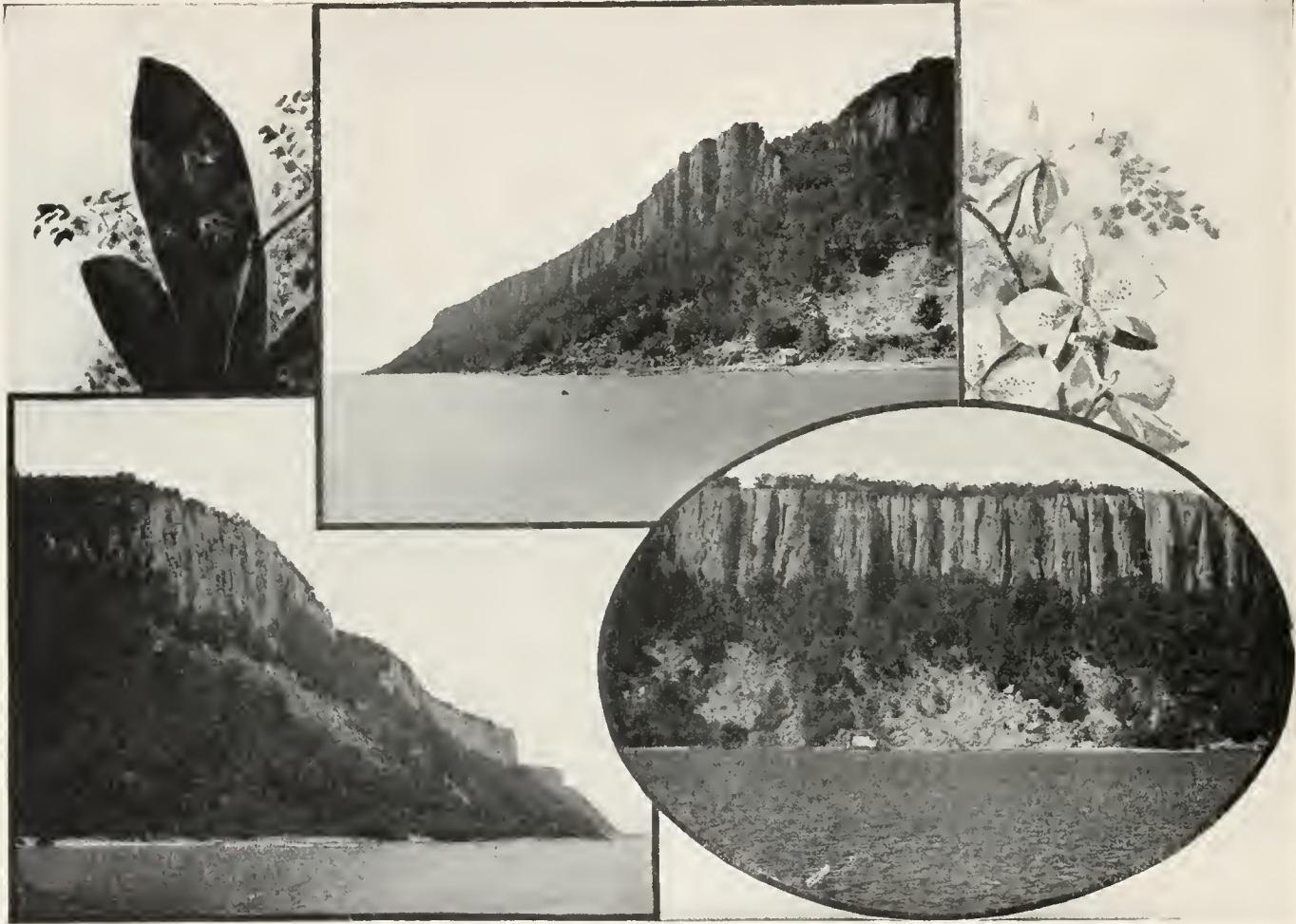
FORT LEE, NEW JERSEY

The town of Fort Lee is situated opposite Washington Heights, New York. The Palisades begin here in a huge promontory which was fortified in 1776 by the erection of two redoubts, the larger named Fort Lee in honor of General Charles Lee. It was abandoned by the Americans after the capture by Lord Howe of Fort Washington on the opposite shore. Fort Lee is now a popular resort. A great hotel occupies a commanding location, and there are abundant means of refreshment and amusement. Several steamers connect with New York during the summer months.



THE SOUTHERN END OF THE PALISADES

The famous Palisades of the Hudson begin near Fort Lee, New Jersey, and form the western wall of the river for ten miles, extending to the Tappan Zee. It is a rough basaltic trap rock with a precipitous front, nearly uniform in height, rising from an altitude of 350 feet near Fort Lee to 550 feet at the northern extremity. The peculiar vertical formation characteristic of basalt, suggested the name to the early discoverers. This long gray wall, half bare of trees and practically uninhabited, is one of the most extraordinary natural wonders of America.



The Terrace

Minarets

Close View

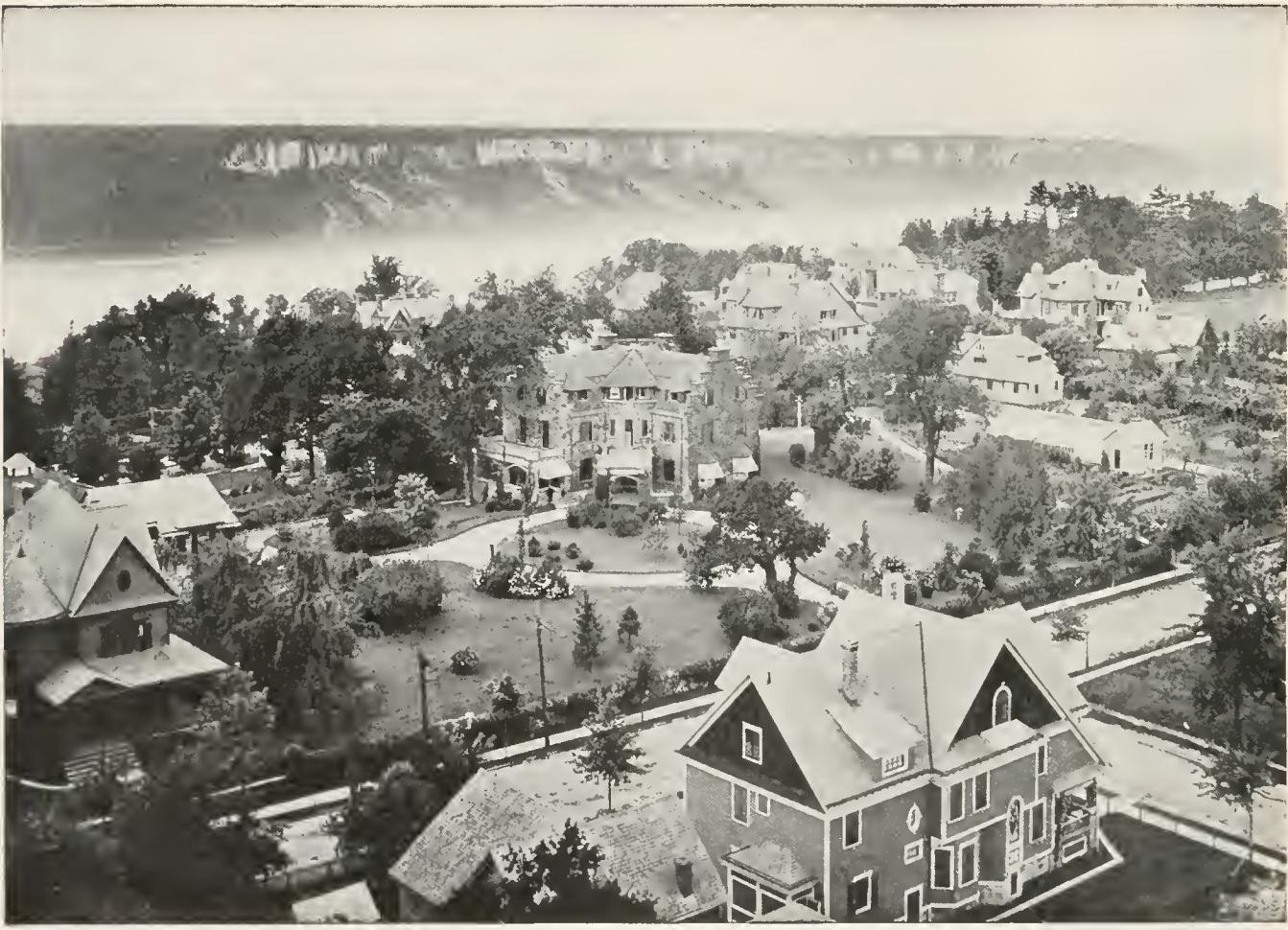
THE PALISADES OF THE HUDSON

Nothing can be more picturesque than this long gray rampart with its rocky summit eroded or rent into countless turrets and minarets. A closer view reveals a grandeur of height and a wealth of color which cannot be appreciated from the center of the river. It is worthy of note that only three breaks in the entire length of the Palisades are of sufficient width to allow wagon roads to descend to the water's edge.



THE NORTHERN END OF THE PALISADES

The Palisades reach their highest elevation near Indian Head, directly opposite Hastings on the eastern shore. These rocky battlements practically cease at the boundary line between New Jersey and New York, where the Hudson begins to widen into the Tappan Zee. By the old Dutch river voyagers the end of the "Verdrietegh Hoeck" (grievous place) as they called the Palisades, was always approached with stolid delight.



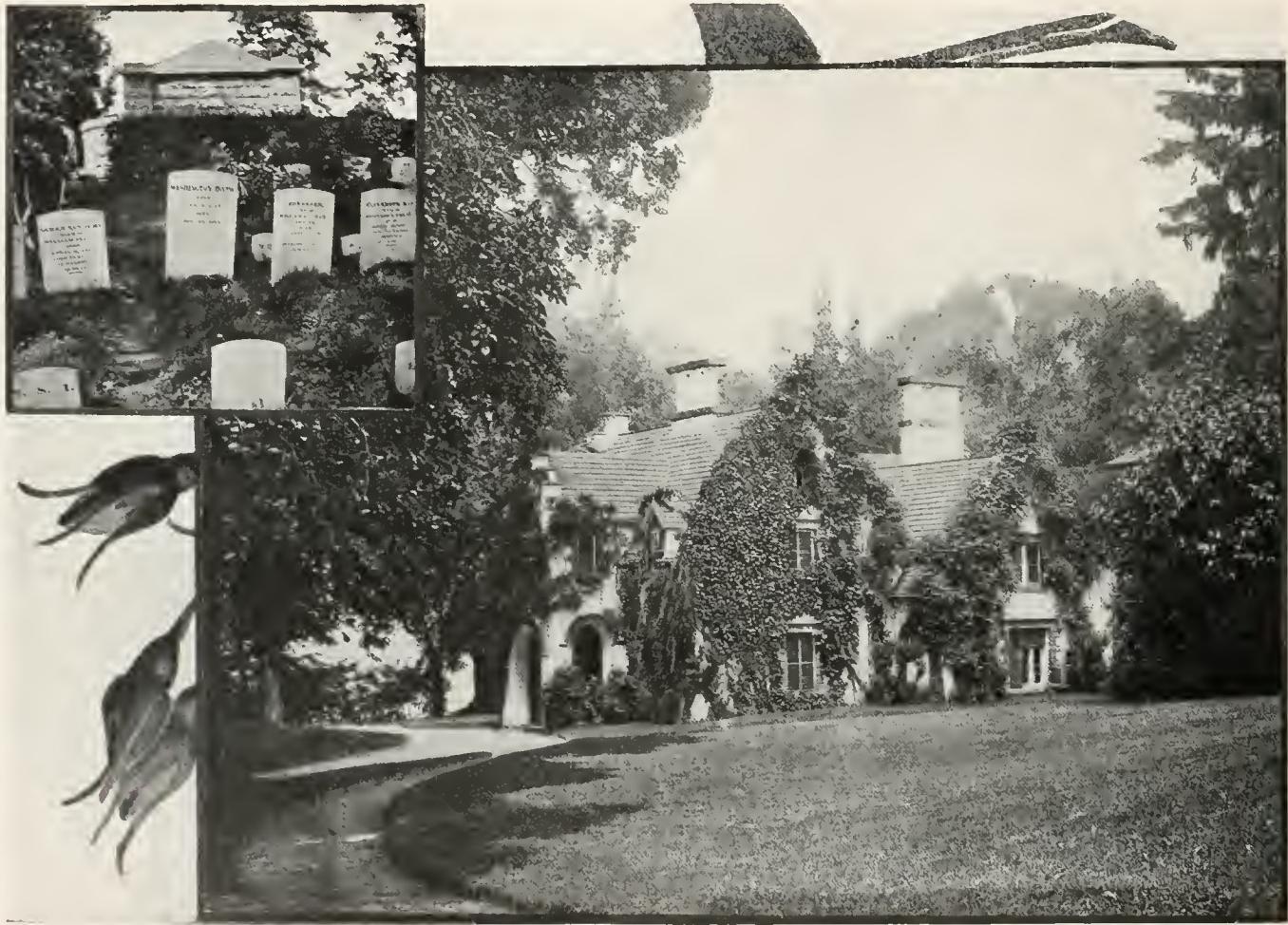
THE PALISADES FROM LAKE AVENUE WATER TOWER, YONKERS

South and north of the business center of Yonkers are many splendid avenues bordered with beautiful residences. Many of the men who have won fame in the commercial, financial, or literary life of New York, have made their homes here. Opposite on the further shore of the Hudson extend the gray walls of the Palisades. The contrast between the two banks of the river is remarkable—the western a desolate mass of rock, the eastern an abode of wealth and refinement.



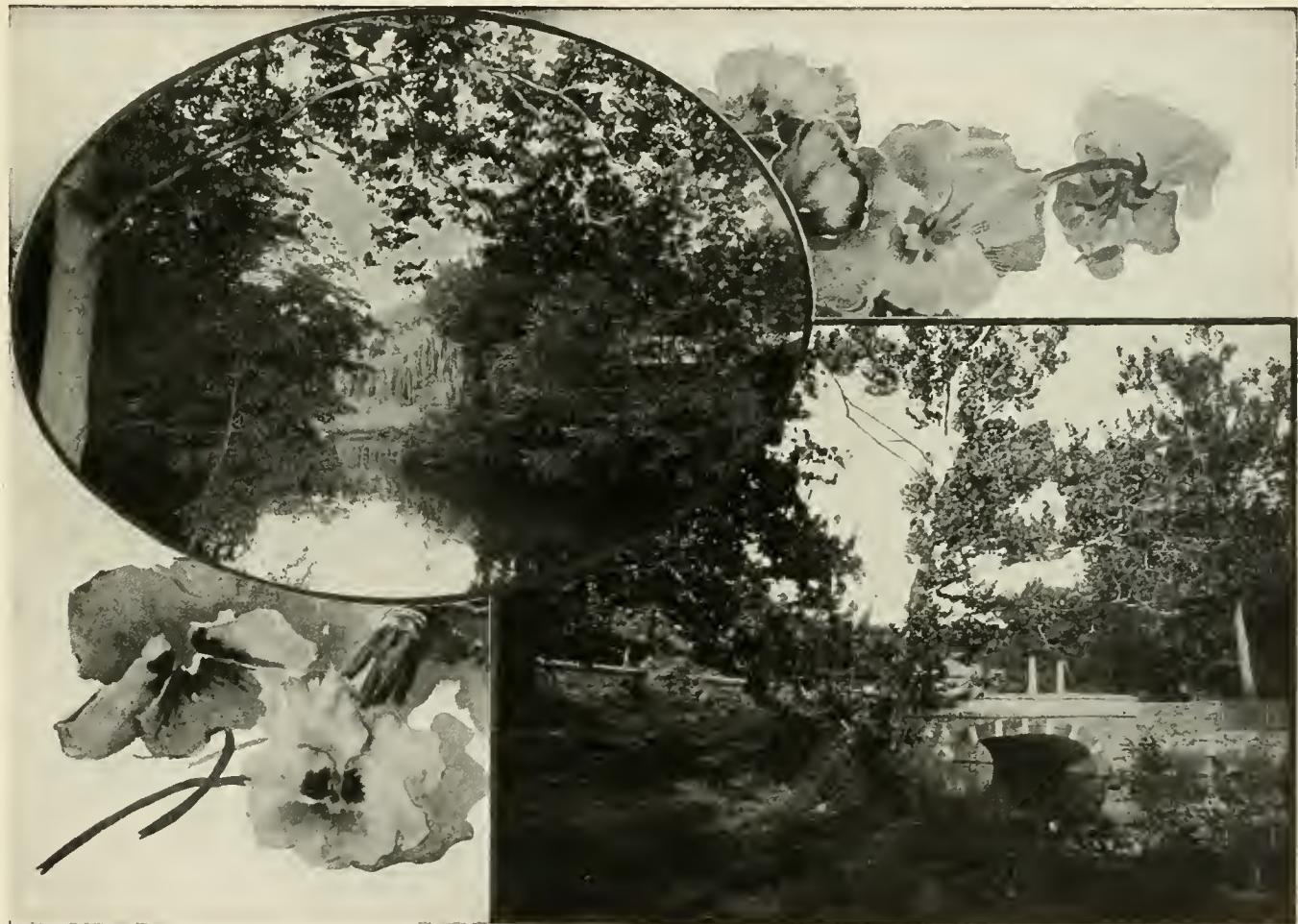
THE OLD MANOR HALL, YONKERS

The old Manor Hall is the pride of the city of Yonkers. The front part was built in 1682 by Frederick Philipse, the first Lord of the Manor of Philipsburg. It was completed by the addition of the back part in 1745. The building remained in the possession of the Philipse family until 1779, when because of the toryism of the Frederick Philipse of that day—the third Lord of the Manor—it was confiscated by an act of the Legislature of New York. It was used by private families until 1868. Since 1872 it has been the City Hall of Yonkers. The old structure has had the best of care and is a perfect specimen of colonial architecture.



RESIDENCE AND GRAVE OF WASHINGTON IRVING

Washington Irving was the first American, as Bryant has pointed out, to adequately describe the beauties of the Hudson. His setting of the old legends of the great river has made them an imperishable part of American literature. The home of the distinguished author was at "Sunnyside," a vine-clad cottage surrounded by grand trees in Irvington near Tarrytown, overlooking the Tappan Zee. Although much abroad, this was his home from 1837 until his death, November 28, 1859. Irving is buried in the cemetery at Sleepy Hollow. The grave is marked by a plain slab of white marble bearing the name and dates only. The path leading to the plot is worn smooth by the feet of visitors.



SLEEPY HOLLOW SCENES

Sleepy Hollow is the narrow valley of the Pocantico Creek which flows into the Hudson about half a mile above Tarrytown. This quiet spot was made famous the world over by Washington Irving's tale of Ichabod Crane and his unsuccessful wooing of Katrina Van Tassel. Irving's description of Sleepy Hollow as a "little valley, or rather a lap of land, among high hills, which is one of the quietest spots in the whole world" yet remains true. The lower view shows the bridge across the Pocantico over which galloped the wretched schoolmaster with the Headless Horseman in mad pursuit.



RIVER FROM KINGSLAND'S POINT, TARRYTOWN

Kingsland's Point projects into the Hudson just north of Tarrytown. It is marked by a lighthouse. Here the river has widened into the broad Tappan Zee, so named by the early Dutchmen, from the Tappan Indians whom they found along its western shore. This beautiful expanse of water, over two miles wide, is a pleasing relief from the monotony of the Palisades, and is lined on both sides with places famous in history or in the romances of the "Genius of Sunnyside."



MONUMENT COMMEMORATING THE CAPTURE OF ANDRE, TARRYTOWN

Half way to Sleepy Hollow on Broadway stands this fine monument surmounted by a bronze statue of John Paulding. The inscription reads: "On this spot the 25th day of September, 1780, the Spy, Major John Andre, Adjutant General of the British Army, was captured by John Paulding, David Williams and Isaac Van Wart, all Natives of this County." Andre had safely passed the American pickets and was left by Dr. Smith almost within sight of the British lines. He was stopped by the three men, an irregular outpost, who searched him and discovered the incriminating papers in his stockings. Andre was sentenced by a court-martial and hung as a spy upon a hilltop in Tappan. His three captors were awarded medals and pensions by Congress.



STONE HOUSE ON TREASON HILL, HAVERSTRAW

This old stone house was the scene of the culmination of the negotiations between General Benedict Arnold and Major John Andre for the surrender to the British leader, Sir Henry Clinton, of West Point and other important defences held by the American forces. It stands prominently on the hillside about a mile north of the Haverstraw station on the West Shore Railroad. The eminence is known as Treason Hill. Here Andre passed the day of September 22, 1780, after the early departure of the traitor to his post. In the evening accompanied by Dr. Joshua Hett Smith, his host, Andre set forth to pass the American lines, an attempt frustrated by three patriots near Tarrytown.



STONY POINT

The rocky promontory of Stony Point, brilliant in American History, juts forth from the west bank of the Hudson about three miles below Peekskill. It was strongly fortified by the British during the Revolution. Washington determined upon its capture and assigned Mad Anthony Wayne to the task, who, on the evening of July 15, 1779, silently led 1,200 Americans to the base of the hill. The assault began at midnight. In the face of a fierce storm of bullets and grape the patriots swept over the parapet and carried the works with the bayonet. Five hundred prisoners and nearly \$200,000 worth of ordnance and supplies were captured. Thirty-three acres, covering the field of the exploit, were purchased by the State of New York a few years ago. A lighthouse now crowns the eminence.



SOUTHERN GATEWAY TO THE HIGHLANDS OF THE HUDSON

The "Southern Gateway" is formed by Dunderberg (Thunder Mountain) on the left bank and Manito on the right, both rising to an altitude of more than 1,000 feet. Beyond Manito is the profile of Anthony's Nose. During the Revolution the river was strongly defended here where the banks were high and curved and the rough hills were a protection against flank attacks. In 1777, between Dunderberg and Bear Mount, Sir Henry Clinton lead the British and Hessians to a successful assault on Forts Clinton and Montgomery, and by the same road, in 1779, the Continentals of Mad Anthony Wayne marched silently to the brilliant capture of Stony Point.



DUNDERBERG FROM PEEKSKILL

The pretty town of Peekskill, settled by the Dutch in 1664, is located upon the eastern bank of the Hudson almost directly opposite Dunderberg Mountain. Here the river makes a great sweep through the "Southern Gateway to the Highlands." The enormous mass of the Dunderberg and Bear Mountains fills the western horizon. It was upon Dunderberg in the good old times that the rollicking goblins were wont to make merry during the sudden thunder-gusts which swept down from the Highlands upon the old Dutch river navigators.



ANTHONY'S NOSE

The curious ridge, 1,228 feet high, which slopes down to the river on the right above Manito bears the extraordinary name of Anthony's Nose. Just why is hardly understood by sober-minded historians, although Irving has made the matter the subject of one of his droll Knickerbocker traditions. In 1777 a boom and chain were moored from Anthony's Nose to a point of rocks on the west bank, near the present iron railroad bridge, yet known as Chain Point. This obstruction was destroyed by the British after the capture of the highland forts.



THE HUDSON FROM WEST POINT

West Point, about 50 miles from New York, was an important fortified post during the Revolution. It is now famous as the seat of the United States Military Academy, the finest military college in the world. Nearly 5,000 Cadets have graduated since its formal opening in 1802. From the Siege Batteries looking north may be obtained a wonderful view of the "Northern Gateway," with Old Cro' Nest and Storm King on the left and Bull Hill (Mount Taurus) and Breakneck on the right. In 1779 a chain was stretched across the Hudson from Gee's Point to Constitution Island which appears at the right foreground of view. Sixteen links of this chain are preserved at Trophy Point.



LIGHTHOUSE AND OLD CRO' NEST

The massive rounded crags of Old Cro' Nest overshadow the left bank of the Hudson a few miles above West Point. The name, probably suggested by the abundance of crows which frequent the summit, is applied to the whole ridge which fronts the river for a distance exceeding two miles and attains a height of 1,416 feet at the highest point. Cro' Nest has a place in American literature, being the scene of Joseph Rodman Drake's classic fairy story in verse, "The Culprit Fay."



STORM KING

North of Old Cro' Nest, the dome-like bulk of Storm King guards the western bank of the "Northern Gateway to the Highlands of the Hudson." This great mass of rock towers 1,529 feet high. It was known to the early Dutch as The Klinkerberg (Echo Mount) and to later prosaic generations as Butter Hill from its fancied resemblance to a huge pat of butter. Storm King is an unfailing weather-gauge to the surrounding country and its present dignified name, given by the poet Nathaniel P. Willis, is singularly appropriate.



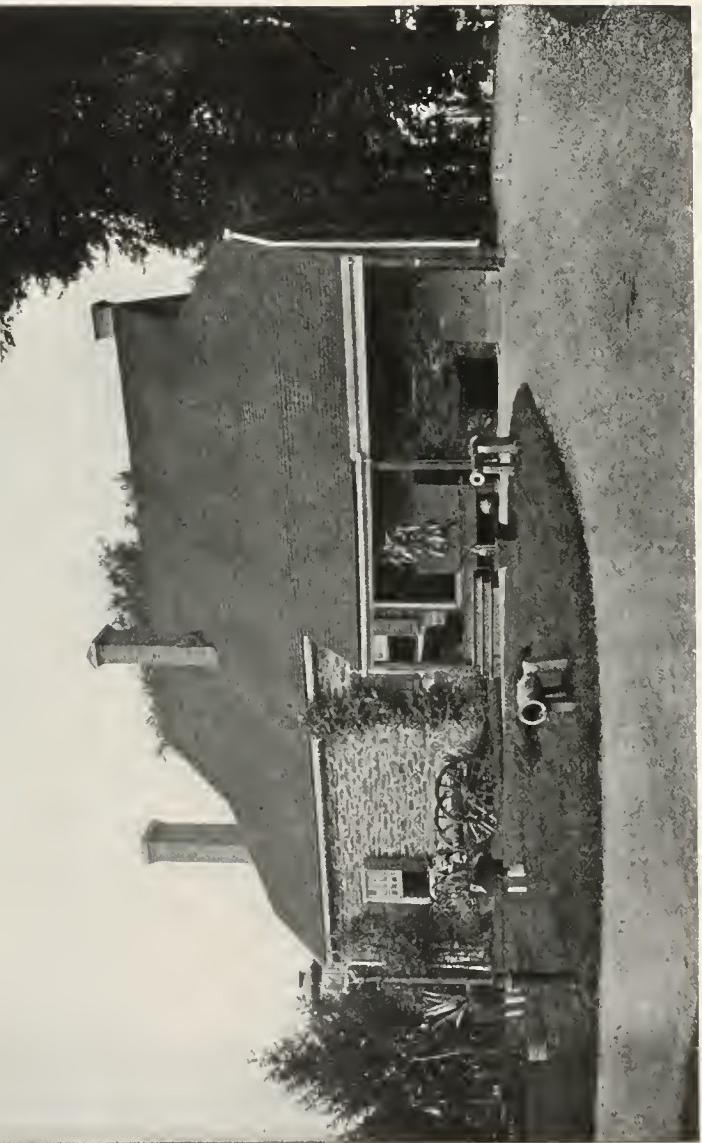
NORTHERN GATEWAY TO THE HIGHLANDS OF THE HUDSON

The majestic "Northern Gateway" rivals the "Southern Gateway" in grandeur. On the eastern bank the rugged front of Breakneck Mountain rises to a total height of 1,787 feet, a counterpart of Storm King on the opposite shore. Back of Breakneck appears the flank of Mount Taurus, and in the rear of Storm King looms the ridge of Old Cro' Nest and the hills of West Point in the distance. Pollupel's Island lies at the foot of Breakneck. It was once the custom among the old river captains to souse the new hands when passing Pollupel's to make them immune against the Highland goblins.



THE HUDSON FROM DOWNING PARK, NEWBURGH
In the distance is Pollopel's Island and the "Northern Gateway to the Highlands" guarded by the Storm King and Breakneck Mountains.





WASHINGTON'S HEADQUARTERS, NEWBURGH
Located in the south-central part of the city, was the headquarters of General Washington from April, 1782, to August, 1783. Now a valuable historical museum.



GENERAL KNOX'S HEADQUARTERS, NEW WINDSOR
Near Newburgh. Was occupied between 1779 and 1783 by General Knox, Gates, Greene and other Continental officers.



TOWER OF VICTORY, NEWBURGH

Erected to commemorate the disbandment of the victorious American Army at Newburgh in 1783. It stands in the northeast corner of the Headquarters grounds, and is 53 feet high. In the center of the atrium is a bronze statue of Washington. The memorial cost \$67,000.



TEMPLE HILL MONUMENT, NEW WINDSOR

The camp ground of the American Army in 1782-3 was near Temple Hill a few miles from Newburgh. Peace was proclaimed in a large public building on this eminence, and from here the soldiers marched home on furloughs which became perpetual. This monument, erected by the people of the neighboring towns, marks the site.



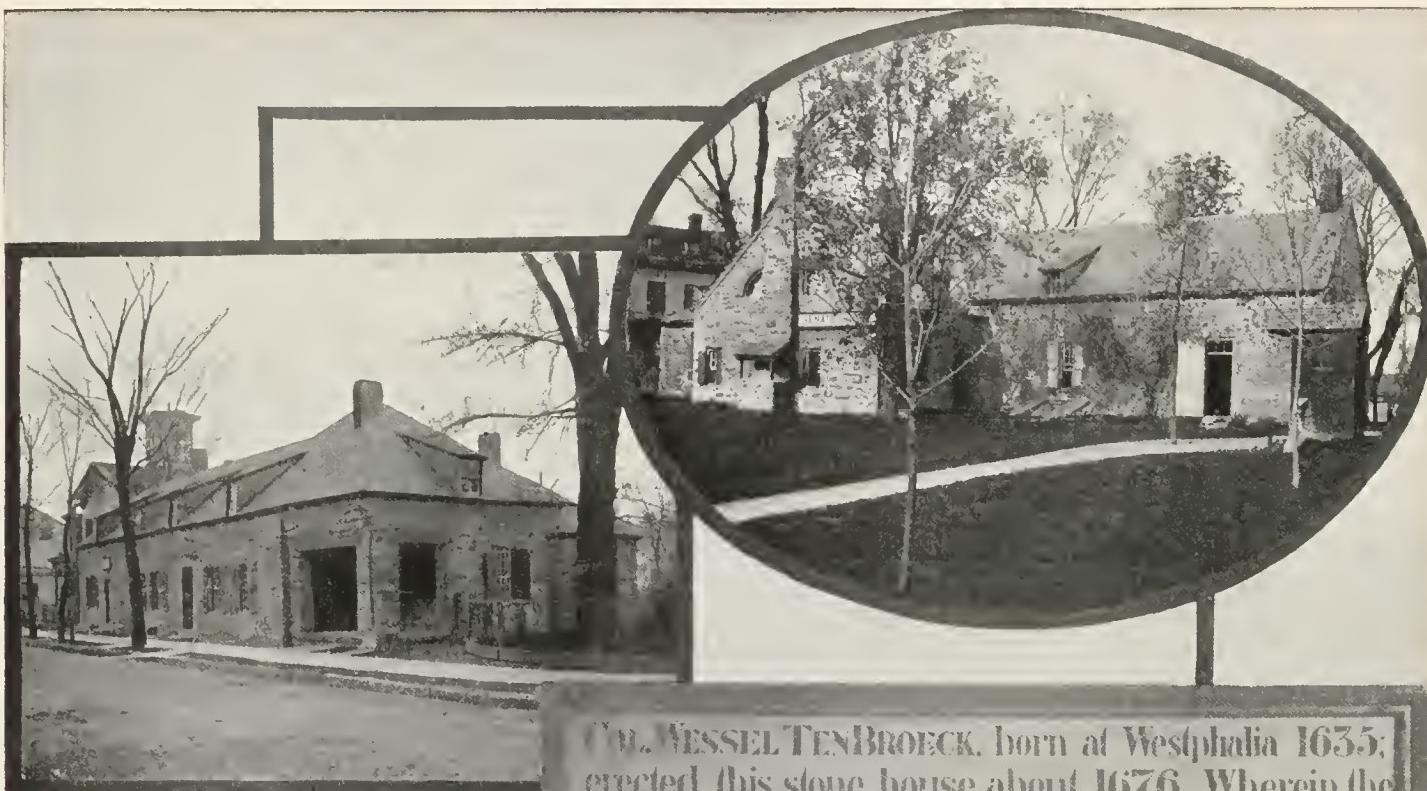
THE HUDSON AT NEWBURGH, 1809

During the passage of centuries since the "Half Moon" with a fair wind sailed by this portion of the Hudson described by Juet, the mate, as "in the midst of sublimest scenery" its natural beauty has not suffered seriously from the hand of man. The artist shows the Hudson at Newburgh was fair to look upon in Fulton's time, and the attractive city of today has been selected as a central point for the rendezvous of the naval pageants participating in the festivities of this year. While the replicas of the "Half Moon" and "Clermont" and attendant vessels lie in beautiful Newburg Bay, a general celebration takes place in the Hill-side City.



RONDOUT CREEK AND THE HUDSON

In 1675 the Dutch New Netherland Company chose the meeting-place of the waters of Rondout Creek and the Hudson as the site of one of their fortified trading posts, hence the name of the town of Rondout, now incorporated as a part of the city of Kingston. Here landed the British expedition to destroy Kingston. The hills along Rondout Creek are noted for their cement rock which is mined, prepared for market and shipped in enormous quantities. The mouth of the Creek is well-protected by strong breakwaters and a lighthouse.



Col. WESSEL TENBROECK, born at Westphalia 1635; erected this stone house about 1676. Wherein the SENATE of STATE of NEW YORK was held in the year of the adoption of its first Constitution 1777. Continued here until the burning of KINGSTON, October 16th, 1777.

FRONT AND REAR VIEWS OF THE OLD SENATE HOUSE, KINGSTON

The Old Senate House is the most interesting of the many historical buildings yet standing in Kingston. Here the twenty-four members of the first Senate of New York State met September 10, 1777, and were in session until the burning of the town by the British the following month. The sturdy walls of the old structure withstood the flames and it was repaired. It afterward became the home of Gen. John Armstrong, Secretary of War in President Madison's Cabinet. The State purchased the property a few years ago, and the building now contains a valuable museum of colonial and revolutionary relics.



THE OLD STATE HOUSE, ALBANY

The first legislature to convene in Albany met in 1797. No especial building was completed for the use of the lawmakers until 1808 when the Old State House was erected on the hill in front of the site of the present magnificent State Capitol. In half a century the old structure became cramped quarters and in 1878 the legislature removed to the unfinished newer building. The Old State House is now used in connection with the Capitol by the State Comptroller and State Engineer.



ENTRANCE TO WATERVLIET ARSENAL, WATERVLIET

At Watervliet, across the Hudson from Troy, is located the famous Watervliet Arsenal, one of the great manufactories of the United States Government for the making of ordnance and ordnance supplies. Here is a thoroughly equipped modern gun-shop from which has been turned out the largest gun ever built in the world. The Arsenal and grounds now embrace about 100 acres of land. During the Civil War 1,500 men were employed here.



OLD WATERFORD BRIDGE



OLD BURDEN WATER WHEEL



BURDEN FALLS

INTERESTING SIGHTS NEAR TROY

The Old Waterford Bridge, crossing the Hudson between Troy and Waterford, was completed in 1804 at a cost of \$50,000. It is 800 feet long and 30 feet wide. For many years it was the finest bridge in the country. The Old Burden Water-wheel was designed and constructed by Henry Burden in 1838-39. This "Niagara of Water-wheels" is of the overshot variety, is 60 feet in diameter and has 1,200 horse power. Around the periphery are 36 buckets, 6 feet 3 inches deep. It is not used at this time. The Burden Falls are an interesting beauty spot south of Troy.



THE HUDSON AT TROY, 1809

This reproduction of a rare print shows this portion of the river as it appeared to an artist contemporary with Fulton's "Clermont," when the great industrial center of today was in embryo. Troy is supposed to be located at or near the extreme point reached in 1609 by a boat's crew sent forward by Hudson from the "Half Moon" to get soundings. The city yet marks the head of navigation on the Hudson River. The Hudson-Fulton Celebration will close at Troy with fitting exercises on October 9, 1909.



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